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25X1		Aeronautical and Space Sciences Committee, to say that I had gotten word that Charles Lombard, Minority Counsel for the Committee, would call me shortly to request that he receive an Agency briefing. Mr. Gehrig indicated this involves something of a problem in that Lombard is trying to set himself up as an independent staff director for the Minority. I suggested that in view of this, Lombard be briefed jointly with Gehrig if and when Lombard had obtained the proper clearances. Gehrig said this would be a satisfactory solution and requested we proceed with the clearances. In a later conversation with Mr. Lombard, I explained that additional clearances would be necessary for the briefing he requested, and as soon as these had come through we would be glad to brief him and Gehrig jointly. Lombard seemed satisfied with this solution.
25X1		
.5/(1		5. Mr. C. B. Morrison, in the office of Senator Allen J. Ellender, advised that the movie film which Senator Ellender took on his trip in 1956 and which he mentioned to the Director at our last budget session was available. I picked up six reels of this film today which will be sent to Graphics for screening.
25X1		6. In response to his request, I left with Ed Braswell,
		Chief Counsel, Senate Armed Services Committee, a blind memo commenting on the accuracy of the Tad Szulc column in the New York Times on the Soviet
	25X1B	military aircraft programs (specifically the "Backfire"). Braswell is very much interested in this and asked if we could provide him with data on the characteristics and performance of the "Backfire."
		I advised Mr. Braswell that the Director has no objection to our passing to the State Department the basic paper on Laos which we prepared for Braswell's and Senator Stennis' use. Braswell said this was perfectly all right with him. I advised Mr. Braswell of a call I received yesterday from John Lehman, of the White House staff, on a letter which the President has received from
		Senator Stennis. (See Memo for Record of 7 September.)
25X1	25X1A	7. Miss Karen Rothrock, in the office of Representative James Fulton (R., Pa.), without identifying the applicant, asked me if I could clarify the reasons why an applicant was not offered a position and in this connection read me a copy of the reject letter sent by I told her that based on the information she had given me, I could only assume that the reason was as had stated—that we just did not have a suitable vacancy and that she would appreciate that we have many more applicants than vacancies. This seemed to satisfy
2	5X1A	Miss Rothrock as she said this was what she had expected.

SOVIET SAID TO FLY BIG NEW BOMBER; POLICY SHIFT SEEN

Supersonic Craft Believed to Mark Departure From Stress on Missiles

By TAD SZULC

Special to The New York Times

WASHINGTON, Sept. 4—The Soviet Union has test-flown a swing-wing supersonic strategic bomber that Western military intelligence specialists believe marks the emergence of an entirely new Soviet air weapons system.

Although the Nixon Administration has been aware for at least a year that the Russians have been developing the plane and that protoypes of the first Soviet intercontinental bomber have been tested in flight probably since last March, the Defense Department has maintained secrecy about what it knows of the new plane.

But data concerning the new plane obtained from intelligence quarters in the North Atlantic Treaty Organization indicate that the bomber — designed to fly at twice the speed of sound and equipped for low-level penetration of enemy defenses — could become fully operational late in 1973 if Moscow has already made the decision for military production.

A Change in Trend

The apparently successful development of the plane, which NATO calls Backfire, has profound implications for the strategic power balance between the United States and the Soviet Union, for the arms limitation talks now under way in Helsinki and for United States domestic political and economic problems.

It signifies a change by the Soviet Union away from the rend of recent years when Moscow and Washington eemed to be de-emphasizing manned strategic bombers in favor of ballistic missiles and sophisticated nuclear warheads.

The only strategic jet bomber in the United States arsenal is the subsonic B-52, designed some 20 years ago.

While preliminary work on the swing-wing B-1, conceived as a replacement for the B-52, began last year, this plane could not become operational before 1978, assuming that both the Nixon Administration and Congress authorize further development programs.

B-1 Controversial

The B-1, which is expected to cost at least \$11-billion to be fully engineered, has become the center of major political controversy here. The Air Force ultimately wants to order 240 of the B-1's.

In arguing for the B-1, the Defense Department has nevertheless refrained from announcing that the Russians have developed the Backfire. There have been no published

Continued on Page 2, Column 1

the United States Government. regions or refueled in flight.

The B-1 would have charac- Apparently Designed by Tupolev teristics and performance simi-

U.S. Program Accelerated

new strategic bomber was the reason for the Defense Department's accelerated program to develop the B-1.

A secret report issued last March by th eGeneral Accounting Office, the Congressional watchdog agency, charged that the Pentagon had accelerated work on the B-1, ignoring high costs and accepting lower performance standards.

The Backfire is believed by missiles and as a classical wing would be retractable.
"free-fall" carrier for hydrogen
The advantage of a sw bombs.

rope and Asia, notably in sumption. reports in the West on the China, although it would have The Soviet Union has had aircraft carriers and other war-Backfire's existence, which is a high-altitude attack capabil- several years of experience in Long-Range Aviation for stratebelieved to be known only to ity against the United States with the Sukhoi 7 and 7B gic and tactical missions. high-level NATO officials and if it were based in the Arctic fighters.

lar to the Backfire even though said, appears to have been de-bomber.

to discuss the Backfire on the because a backfire prototype gineers have probably solved specialists said, however, ground that it was "off bounds" was first observed by NATO in most of the development prob- that if excessive cost-cutting is as a sensitive intelligence mat-ter. telligence in July, 1970, on the lems. ground near the Tupolev aircraft plant at Kazan in Central Asia.

were far advanced in their feet long and is believed to be powered by two Kuznetsov turbofan afterburn engines mounted on the aft fuselage. These mental order from seven proin the aft fuselage. These mental order from seven proin the reports of the Reckfire's ed on the aft fuselage. These engines, each with a 26,880-pound thrust, are also used on the TU-144 supersonic transport.

U.S. Swing-Wing Better

The Backfire's swing-wing angle is said to be shorter than but the presumption is that in the angle planned for the United States B-1. Western experts NATO specialists to have been said that only the outer section planned as both an aerial of the Backfire's wing is mov-launcher for nuclear guided able. On the B-1, the whole

The advantage of a swingwing design is that it allows an These specialists believe that aircraft to cruise at high alti-

lar to the Backfire even though the United States is at least signed by 82-year-old Andrei N. Signed by 82-year-old Andrei N. Based on the first visual observation of the Backfire in the use of titanium planned for Union in developing new strategic bombers.

But in order to reduce costs, servation of the Backfire in the use of titanium planned for flight last March in the area also developed the TU-144 sugar of the Ramenskoye test center near Moscow, NATO expensions transport.

This conclusion was drawn perts believe that Soviet enspecialists and however, specialists and however, specialists said, appears to have been deployed to the Union's servation of the Backfire in the use of titanium planned for the Ramenskoye test center near Moscow, NATO expensions transport.

This conclusion was drawn perts believe that Soviet enspecialists said, however, because a backfire prototype gineers have probably solved.

B-1 Order Reduced

planned for January, 1977.

To reduce expenditures, the

totypes to three.

NATO experts believe that the Backfire is now undergoing weapons testing after its successful test flights.

No details are available as to the Backfire's armament, addition to standard nuclear bombs it will be equipped with the Soviet equivalent of the United States nuclear air-tosurface Short Range Attack Missile (SRAM).

The SRAM is also controversial here. Its development cost has risen from \$330,000 each, the Backfire could best be used tudes - presumably above 50,- as estimated in 1965, to nearly \$1-million this year. The Air Force plans to order 1,900 of these missiles even though the current cost is exclusive of nuclear warheads.

The backfire is also expected to be armed with short-range and long-range air-to-air bombem defense missiles similar to those being developed in the United States.

Subsonic Flight Sought

To achieve low-level penetration of Western defenses-one of the Backfire's principal potential missions is subsonic flight—the Soviet bomber is believed by NATO officials to carry 1,000-mile-range turbofanpowered decoy devices loaded with electronic jammers to confuse radar tracking. Similar devices are being developed here for the B-1.

Western specialists speculated that because of its low-level

Continued From Page 1, Col. 3 against targets in Western Eu- 000 feet—with less fuel con-Backfire may be assigned to the

Because of intense heat at regions or refueled in flight.

The Backfire, therefore, is supersonic speeds, the leading the first swing-wing strategic edges of the Backfire's wings bomber ever produced. The Backfire, NATO experts some TU-22 is a fixed-wing are said to be made of titanium, and appears to have been dea heat-resistant metal.

applied to the B-1, it may be inferior to the Backfire.

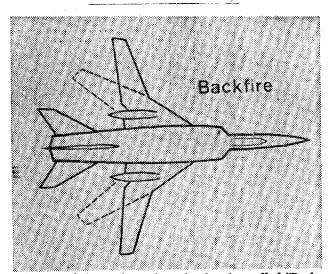
The General Accounting Oftotype is scheduled for the fice said in its report that the Other officials declined to The Backfire also has a summer of 1974, and complete summer of 1974, and co cost growth, scheduled slippage

> The reports of the Backfire's test flights came within days of the conclusion by the International Institute of Strategic Studies in London that both the United States and the Soviet Union are cutting back on their manned strategic bomber forces while concentrating on intercontinental missiles. institutea issued its conclusions on Thursday in its annual military-balance survey.

The emergence of the Bacl fire appears to support th arguments of many top Unite States Air Force commander notably at the Strategic A Command, that the Unite States must not altogether sa rifice its manned bomber force in favor of missilery. The Stra tegic Air Command's fleet c B-52's was reduced in the las year from 405 to 560 planes.

In this controversy, the Per tagon settled for a mixture of missiles and bombers, wit Deputy Secretary of Defens David Packard strongly adve cating the development of th B-1 to sustain a manned bombe force through the nineteer eighties.

The B-1 program is opposed however, by the White Hous Office of Management an Budget as well as by a bloc o liberal Senators.



Drawing of the Soviet swing-wing bomber called "Backfire." The dotted lines show the wings were 2004/01/14 Per PAPEDP73B00296R000200010086-5